

# USS CARL VINSON

VOI 03 NO 3 | JANUARY 5, 2012

## IT'S A DIRTY JOB AND THEY DO IT WELL

### STORY BY

MC3 (SW/AW) Rosa A. Arzola | *Carl Vinson Staff Writer*

The Plastic Waste Plants (PWP) onboard Vinson have melted and compressed 114,330 pounds of plastic waste, burned 103,200 pounds of paper and processed 103,020 pounds of food and biodegradable waste since the beginning of deployment.

The plants, manned by 16 temporarily assigned Sailors from various departments and squadrons, are doing what many of their Shipmates consider a 'dirty job'. They are the first faces you see when trying to dispose of your division's trash.

"We are responsible for processing all the trash created by the crew - paper, plastic, and food waste," said Machinist's Mate 2nd Class (SW) Jorge Miranda, Engineering Department's Auxiliary Division, PWP leading petty officer. "We keep up with maintenance on all PWP equipment and daily updates of the amount of trash produced on this ship."

Even though it's a dirty and sweaty job, it is essential in order to keep control of cleanliness, smell, and any potential hazards that excess and unprocessed trash can create for Sailors onboard, Miranda explained.

With more than 4,000 Sailors using paper and canned products and consuming three meals a day, trash can accumulate quickly. There are 11 compressed melting units, three pulpers and one incinerator to take care of thousands of pounds of trash. Plastic has to be melted and compressed into plastic pucks, then stored for transfer during replenishments at sea and recycled ashore. All paper has to be burned by the single incinerator and food goes through the pulpers to be later dumped overboard.

"It is literally a nasty job," said Electrician's Mate Fireman Vernon Marbly. "The PWP plants are always hotter than the rest of the ship. You feel sticky and sweaty all the time and trash bags are constantly mounting up. It's loud since all the machines are running and the smell is unbearable at times. You have to be moving at a fast pace if you want to keep up with the job."

"It takes a lot of effort to work in these plants," added Hull Technician Fireman Toni Pease. "There's the risk of burning yourself, damaging your hearing, or getting sick if you don't wear the proper PPE."

The job's difficulty is recognized up and down the chain of command.

"I am proud of my guys," said Chief Machinist's Mate (SW/AW) Adrian Davila Zapata, PWP leading chief petty officer. "My Sailors aren't working in the PWP's as

CONTINUE 'TRASH' ON PAGE 2

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Photo by:  
MC2 (SW) James R. Evans | *Carl Vinson Staff Photographer*

# MEET YOUR TRASH PLANT SAILORS

FROM 'TRASH' ON PAGE 1

a punishment. They might not work in the best conditions but they never complain. They always have a great attitude and get the job done."

Even if these Sailors put forth a great amount of effort, day and night, there are always obstacles that can come in the way of getting the job done. One faulty machine can potentially lead to the processing of trash coming to a complete stop, Marbly explained.

"The whole ship will have to live and work surrounded by trash if we don't fix our equipment on time," he said.

The problem has not surfaced yet and the ship can count on Plant 3 and Plant 4 to be open day and night. These Sailors overcome the challenge to work with a limited amount of equipment but manage to be on the top of their games, Miranda observed.

"Thanks to their non-stop work, we have been able to run two PWP's instead of the usual four, therefore reducing the amount of TAD billets to half," Miranda said.

Sailors running the PWP's attribute their chain of command's support for their motivation.

"Miranda is a great LPO. He knows what he is doing and cares about us," said Machinist's Mate 3rd Class Eric Tague, assigned to Engineering Department's Auxiliary Division. "I like working under his supervision."

Tague also enjoys the camaraderie between the people in his work center since they are always helping each other. "I love my job. I know people think it is degrading to touch other people's trash but I like my chain of command," he said.

PWP operators cannot execute their jobs effectively without the cooperation of all hands.

"It's important to sort the trash in the proper bags so the equipment doesn't break down," Miranda said. "It helps my Sailors get rid of the trash properly and it also reduces the risk of machinery breaking down. If you are unsure of where trash should go, you are more than welcome to ask anyone in PWP."

In addition to separating the plastic, paper and food waste for PWP personnel, Sailors are reminded to separate and take their cardboard and aluminum to Supply Department's S-2 Division personnel stationed in Hangar Bay 3.

The 16 PWP Sailors, elbow deep in trash bags and covered in splatter from the pulpers, are working every day doing a job that holds high importance with minimal benefits. Their spirits, as high as the stench coming from the plant, is evident when they greet you at the door to ask, "What kind of trash do you have?" ●

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# IN THE ZONE

## STORY & PHOTO BY

MC3 (SW) Luke B. Meineke |  
Carl Vinson Staff Writer

Every week onboard Carl Vinson, Sailors apply a little extra elbow grease and sweat into cleaning and preparing their spaces for zone inspection - the means of evaluating material condition, habitability and cleanliness of the ship.

Whether given a week's notice or just a few hours, zone inspections demand that Sailors assess their spaces and correct any space discrepancy. Much of the program's success can be attributed to the knowledge and effort exhibited by Vinson's junior Sailors as they strive to make their spaces shine before an inspection.

"We maintain this place every day, but now that it's possible the CMC might check it, this is show time. Today we have to make it extra clean," said Airman Jared A. Banares on Tuesday as he and Aviation Boatswain's Mate (Handling) Airman Jason Sumabat wiped down pipes and walls and mopped up condensation to prepare an Air Department V-3 Division fan room selected for random zone inspection.

To keep every single space within or above standards requires attention in two crucial areas.

"For an inspection, we make sure there's nothing we can get hit on as far as damage control or safety violations," said Aviation Electrician's Mate Airman (AW/SW) Casey Anderson assigned to Aircraft Intermediate Maintenance Department's (AIMD) IM-1 Division as he and his Shipmates prepared for a scheduled zone inspection of AIMD's 3M and DC shop.

Maintaining high standards goes beyond inspection, though, said Anderson. "We're accountable for everything we have in the shop. We can't account for everything if we have a dirty space. I think the importance of zone inspection is not only the cleanliness of the ship, but also safety."

Fire Controlman 1st Class (SW/AW) Robert L. Hoskins of Engineering Department's 3M Division is the command zone inspection manager. According to him, zone inspections are about prolonging the life of the ship.

"We're responsible for the ship's upkeep and maintenance. Zone inspection is how we measure how well we're doing," Hoskins said. "In doing so, we address some of the different types of discrepancies, which we can fix during a maintenance availability."

The zone inspection program is organized into 13-week, quarterly cycles. Every space undergoing zone inspection is covered in the cycle, with different spaces inspected each week.

"What we try to do is break the spaces down geographically," Hoskins said. "Forward spaces are hit toward the beginning of the quarter, and aft spaces are hit toward the end of the quarter."

Hoskins is also responsible for briefing divisional escorts.

Before the morning of a zone inspection, Hoskins advises

departments to walk their zone for the upcoming week and make sure their spaces are accessible. During the inspection, escorts are instructed to record all the discrepancies found by the inspectors.

Discrepancies are documented in the zone inspection discrepancy list (ZIDL) and then turned into the 3M office, where they are put into Total Ship Information Management System (TSIMS).

Discrepancies, based on their priority rating, must be completed within a certain time frame.

"For example, if it's likely a discrepancy will cause a severe accident in the next 24 hours, the discrepancy gets a priority one rating," Hoskins said. "That discrepancy would need to be fixed in the next 24 hours."

Jobs that require extensive maintenance are placed into the carrier ship's maintenance plan (CSMP), also known as the organizational maintenance management systems - next generation (OMMS-NG).

For the most part, Hoskins said, the ship does well. Those issues that exist aren't due to departmental neglect, he added, but rather due to a department's responsibility for an extreme number of spaces.

Hoskins said the easiest way to maintain Vinson's 2,468 zone inspectable spaces is to be proactive. "Departments have to get out there and look at what needs to be looked at," he emphasized.

"It's not very hard to go to your space and do a pre-zone inspection," added Lt. Eric I. Palmer, Vinson's 3M officer.

While Vinson steams into U.S. 5th Fleet area of responsibility and, eventually, home, the work Sailors put in now has the potential to pay huge dividends during the planned incremental availability (PIA), said Palmer.

"If we're out there doing the maintenance, finding discrepancies, getting jobs in the system, we can get that stuff fixed during the PIA," he said. "We have 148 work centers and 148 work center supervisors. That's a ton of maintenance getting done every day, every week, every year. It's all about training the personnel so they understand what they're supposed to do and then do it right." ●



# GET STUCK, STAY HEALTHY

## MEDICAL DEPARTMENT READIES SAILORS FOR 5TH FLEET

### STORY BY

MC2 (SW) Byron C. Linder |  
Carl Vinson Staff Writer

Carl Vinson and Carrier Air Wing (CVW) 17 Sailors are preparing to enter U.S. 5th Fleet area of responsibility (AOR) and a multitude of precautions must be taken to ensure personal safety and mission readiness. Remaining properly hydrated in the heat is one clear example of how to take care of yourself, and Medical Department's preventative medicine technicians work to ensure Sailors are properly protected.

Sailors were stuck with an array of vaccination needles on their way through Recruit Training Command with additional periodic booster shots throughout their Navy career. But every new mission comes with a new set of requirements.

Anthrax and smallpox shots are mandatory for U.S. 5th Fleet AOR due to the heightened threat of biological warfare. The smallpox vaccination is a 15-shot series that is good for 10 years, and anthrax is a five-shot series with annual boosters required for every U.S. 5th Fleet AOR visit.

Vaccinations stimulate the immune system to develop resistance to a disease. A deckplate legend that's been around for years claims the smallpox shot holds a small live sample of the virus itself. Not true, says Vinson's docs.

The substance is actually a relatively benign virus providing protection against smallpox and has been in use since 1796, said Hospital Corpsman 2nd Class (SW/AW) Travis Stephens, a Birmingham, Ala. native, and Medical Department preventative medicine technician.

"We're not giving Sailors the actual virus. What we give is a replica," Stephens said. "The shot we give is actually cowpox. If you were given smallpox, it wouldn't be localized to that one area. It would go all over your body."

A World Health Organization (WHO) report listed the last naturally occurring smallpox case in Somalia in 1977. There is only one cause for smallpox now – an attack.

"Biological warfare is one of the big ar-

eas we want to be protected against. It's better to be proactive than reactive," Stephens said.

The proactive response has been in motion since the end of the last deployment, Stephens explained. Medical Department held shot exercises (SHOTEX) in port throughout the summer and during the ship's transit to San Francisco for Fleet Week.

There is only one acceptable end state, as far as Medical's concerned.

"The goal is always 100 percent, and the requirement is over 90 percent," Stephens said. "We're at about 99 percent right now. Even with the people coming and going, we will never drop below 90 percent because there are a lot of fleet returnees who've already had the shots."

Every potential vaccine recipient is given a screening form. A small percentage of Sailors have medical concerns making them ineligible for the vaccinations, such as skin diseases or prior adverse reactions.

"Based off those responses, we'll determine whether you get the shot or not. The skin diseases and prior adverse reactions would be no-go's," Stephens said. "In the event we would be attacked biologically, a determination would then be made if the benefit of the vaccine outweighs the risk of furthering the skin disease or having a bad reaction."

Vaccine recipients will not have to wait long to determine if their reaction is adverse, and Medical Department is prepared to respond.

"Anything that's going to be life-threatening will usually happen within the first

15 minutes of receiving the vaccination, which is why we set up a waiting area and tell people to wait 15 minutes," Stephens said. "Any bright red streaking down the vaccination arm, difficulty breathing, irregular heartbeat or chest pain - those are the warning signs."

When the last Sailor receives their final shot during a SHOTEX, Medical Department's work is just beginning.

"That's when the party really starts. All those vaccinations each individual received have to be documented in their medical records and our electronic database," Stephens said. "The SHOTEX takes one day, but the documentation process takes about a week."

The five-to-seven day smallpox follow-up procedure adds even more time to the equation, Stephens continued.

"All in all, one SHOTEX could last up to three weeks even if we only shot for one day," he said.

Medical Department personnel urge everyone to avoid scratching the vaccination site and to keep their hands washed. Stephens advised Sailors to keep their site properly bandaged and clean to prevent contamination.

"The biggest thing is going to work out. Sailors taking the bandage off in the gym run the risk of contaminating someone who's also working out and wasn't able to get the shot," Stephens said. "We provide information at the SHOTEX, and it's just a matter of caring and looking out."

The next series of SHOTEXs is scheduled to take place in February or March, focusing on smallpox and anthrax in addition to standard vaccinations. ●



# NAVY TIMES' THINGS TO EXPECT FOR 2012

## SPICE SCREENING

Navy officials, prompted by the increasing popularity of synthetic marijuana, are looking for better ways to test for the marijuana-like drug, which the U.S. Drug Enforcement Administration made illegal in 2011.

## PRT CHANGES

The Physical Readiness Office is scrutinizing seven exercises, including a standing long jump, two different shuttle runs and a wall squat, for potential inclusion in the physical readiness test.

As part of a push to make physical fitness something that Sailors voluntarily do everyday, there has been talk of creating a medal for top performers.

## HAIL AND FAREWELL

The Navy has scheduled to decommission four ships in 2012.

The Navy also plans to commission six ships and one submarine in 2012.

## WOMEN ON SUBS

The gender integration of the Silent Service has begun, with the arrival of 15 women in the past two months. A second group of 11 is expected to arrive around March. Crews of the ballistic-missile submarines Maine and Wyoming and guided-missile subs Ohio and Georgia are the first to be integrated.

## END-STRENGTH CUTS

The Navy's fiscal 2012 budget calls for an active-duty force of 322,500 by fiscal 2013 that drops to 319,000 by the end of fiscal 2015.

The service finished fiscal 2011 with 326,820 active-duty members on the books.

## THROWBACK KHAKIS

The World War II-era service dress khakis are making a comeback. Beginning in September, chiefs and officers will most likely be able to purchase this optional uniform, which features an unbelted waist and peaked lapels.

## UNIFORM UPDATES

In late 2011, the Navy conducted another round of wear tests for the long awaited update to the iconic white and blue crackerjacks. New fabrics, officials hope, will make blues more comfortable and whites less see through.

New fabric is not the only change. The blues will feature extra pockets and zippers, making the buttons decorative. And the whites will have piping on the sleeves and back flap, similar to the blues, and will fit the same way.

*Courtesy of the Jan. 2 edition of Navy Times*

# Naval Missions and Heritage

## NAVAL MISSIONS AND HERITAGE

TAKEN FROM THE 24TH EDITION BLUE JACKETS' MANUAL

### MISSIONS

Even though the United States is the fourth largest nation in the world in terms of land area, it has always been a maritime nation, focusing on the sea as one of its most important assets. During the colonial period and in the early days of the Republic, it was much easier to travel from colony to colony or state to state by ship than by horse or on foot, and fishing, whaling, and overseas trade were among the fledgling nation's earliest business.

One of its earliest challenges was the War of 1812, which was partially decided by a series of stellar naval victories against the world's foremost sea power at the time. A naval blockade and riverine warfare were essential elements

in the Civil War, and the war against Spain at the end of the nineteenth century was begun by a naval tragedy and decided largely by naval victories.

American commerce would never have thrived without open sea lanes, two of the world's oceans, and United States control of the sea was an essential element in the victory over Communism in the Cold War. Throughout the nation's history, the sea has played an important role in America's economy, defense, and foreign policy. Today, the modern United States of America continues to look to the sea for these same things and relies upon its Navy to preserve and further the nation's maritime interests. ●



# DON'T WORRY... YOUR TIME IS COMING THIS IS A TEST YOU'D BETTER NOT FAIL

## STORY BY

MC2 (SW/AW) Lori D. Bent | Carl Vinson Staff Writer

In 1980, the Department of Defense (DOD) conducted a survey in which 34 percent of Navy service members polled admitted using drugs. Then-Chief of Naval Operations (CNO) Adm. Thomas B. Hayward responded with his zero tolerance approach: "Not on my watch...not on my ship...not in my Navy!"

As a result, in 1981, the Navy's expanded forensic urinalysis program was established as the most cost-effective means of detecting drug use. Today, to eliminate drug use in the Navy, commands including Carl Vin-

son adhere to instructions in OPNAVINST 5350.4D - Drug and Alcohol Abuse Prevention and Control, Enclosure 2 - to conduct official urinalysis testing.

"If we have a person using drugs or abusing a controlled substance, their performance could be impaired. This may cause unsafe working environments," said Chief Aviation Boatswain's Mate (Equipment) (AW) Damon Tellis, Vinson's command urinalysis coordinator. "We have to ensure personnel can do their jobs and do them safely."

The Navy's urinalysis policy requires each command to test a minimum of 15 percent of all personnel assigned every month.

"We conduct urinalysis on all newly-reported personnel and enter them into our database," said Master-at-Arms 1st Class (SW/AW) Tommy Mauldin, Security Department's leading petty officer. "This allows us to have access to everyone on board for random urinalysis and command-wide testing. Each Sailor will be tested at least once a year."

Mauldin explained command urinalysis testing is in place to maintain good order and discipline. Unscheduled and unpredictable testing minimizes the chances of foul play.

"The Navy's policy is zero tolerance - no room for misunderstandings," Mauldin said.

"Everything is done by the book," added Tellis, "from the minute we notify the Sailor to releasing the samples for testing. The observers are trained to ensure integrity of the collection process."

Once personnel report to urinalysis, they surrender their military I.D. card and will not be permitted to leave the testing site until a urine sample is provided.

Observer training includes learning to identify a compromised sample and the proper ways to conduct a positive sample collection. Poor collection procedures, such as samples provided without direct observation, or a break in the chain of custody, could result in a compromised testing.

"We have to make sure we are doing our

jobs right. Our mistakes can cause dismissal at NJP or a court martial proceeding," Mauldin said.

Sailors who are identified through the urinalysis process as having used a controlled substance are subject to punitive charges under the Uniform Code of Military Justice (UCMJ), explained Legalman 1st Class (SW/AW) Christopher Salinas, Legal Department's leading petty officer.

UCMJ Article 112A on controlled substances states any person who wrongfully uses, possesses, manufactures, or distributes them, imports into or exports them from the United States, introduces them into an installation, vessel, vehicle, or aircraft used by or under the control of the armed forces, is punishable through non-judicial punishment and or court-martial.

"Your career is at stake. Do not jeopardize it," Tellis added. "Don't underestimate the Navy's ability to detect drug use."

Sailors who are under the impression many illegal substances cannot be detected by the Navy's drug labs are putting themselves and their Shipmates at risk, Mauldin believes.

"We have Sailors onboard who report known offenses and point out to us that something is wrong," he said. "Those Sailors are looking out for their shipmates. They notice the changes and they act on it. Their actions may have saved lives."

Sailors may also face UCMJ charges under Article 92 - failure to obey a lawful general order or regulation - which can result in a dishonorable discharge for the use of synthetic cannabis, commonly known as 'Spice,' said Salinas.

The Navy's drug screening laboratories (NDSLs) are located in San Diego, Jacksonville, Fla., and Great Lakes, Ill. NDSLs have the capacity to test over two million samples annually for a variety of drugs. ●

"NOT  
ON MY  
WATCH  
NOT  
ON MY  
SHIP  
NOT  
IN MY  
NAVY"

- Adm. Thomas B. Hayward

## ARMED UP AND READY



PHOTOS BY: MC2 (SW) James R. Evans | MC2 Benjamin Stevens |  
MCSN Dean M. Cates | Carl Vinson Staff Photographers



# DIALOGUES DECK PLATE

| WHAT DO YOU PLAN TO ACCOMPLISH BEFORE THE NEXT PORT? |



"I'M GETTING MY ESWS."

YN3  
JON PINCKNEY

"I WANT TO SLIM DOWN  
SOME AND REALLY HIT  
THE GYM."

ADC (AW/SW)  
JOSELITO LABABIT



"I WANT TO GET THE  
EIDWS PROGRAM OFF  
THE GROUND."

CTM1 (SW/AW)  
ANGELA GRIMES

"I WANT TO GET MY ESWS  
BY THE END OF FEBRUARY."

MMFN  
NAZIERAH DOWELL



## DON'T MISS A SINGLE PLAY

KEEP UP WITH THE PLAYOFFS ON AFN CHANNELS 18 OR 20

### SATURDAY, 7 JAN:

0330

CINCINNATI AT HOUSTON

0700

DETROIT AT NEW ORLEANS



### SUNDAY, 8 JAN:

0000

ATLANTA AT NEW YORK

0330

PITTSBURGH AT DENVER

## ESWS||EAWs



PERSONNEL ASSIGNED AS BOAT  
KEEPERS ASSUME RESPONSIBILITY  
FOR CARE OF THE RHIB IN THE  
ABSENCE OF THE CREW.

THE PURPOSE OF THE STEAM  
SMOTHERING VALVE IS TO SMOTHER  
CATAPULT FIRES.

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